

File CY M

LOCKHEED-AIRCRAFT CORPORATION		ENGINEERING STUDY <input type="checkbox"/>		CHANGE PROPOSAL <input checked="" type="checkbox"/>		LAC -185				
DATE 2 JUNE 1964		AFFECTS: WSPO <input checked="" type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT FUSELAGE		PART OR LOWEST SUBASSEMBLY		PART NO. & MODEL OR TYPE						
TITLE OF PROPOSAL : CANOPY EJECTION PROVISIONS										
NATURE OF PROPOSAL :  SEE PAGE 2										
REASON FOR PROPOSAL : To permit safer ejection by removal of the canopy prior to ejection.										
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :								
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 3 ADDITIONAL FUNDING REQUIRED : CUST. #1 - NONE CUST. No. 2 FY '65 contingent upon availability of funds								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input checked="" type="checkbox"/>	MISSION EFFEC- TIVENESS <input type="checkbox"/>	PERFORM- ANCE <input type="checkbox"/>	OPERATING PROCEDURE <input type="checkbox"/>	INTER- CHANGE- ABILITY <input checked="" type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input checked="" type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTENANCE PROCEDURE <input checked="" type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD										
SOURCE OF PARTS FOR KIT GFAE & LAC					AVAILABILITY _____ WEEKS AFTER APPROVAL SEE PAGE 3					
DISPOSITION OF SPARES AFFECTED  NONE AFFECTED										
INITIATED BY : Approved For Release 2002/08/21 : CIA-RDP89B00980R000200170032-0 CUSTOMER AND CONTRACTOR 8-1-64 83-64										

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NATURE OF PROPOSAL

To equip all U-2 aircraft with a ballistic driven canopy ejection system. This system will eject the canopy upward and aft.

Canopy ejection will be initiated by one of two modes.

MODE 1

An initiator will be plumbed to the ejection seat gas system to fire the canopy as part of the seat ejection sequence. In this mode the canopy will be clear of the cockpit area by the first  $\frac{1}{4}$  second after the pilot pulls the seat "D" ring. Canopy seat separation will be assured by the existing one second delay initiator employed in the seat gas system.

MODE 2

In this mode, firing the canopy will be by means of a canopy "B" ring located under the left hand sill near the existing L.H. canopy release handle. This will enable the pilot to jettison the canopy without ejecting.

In order to accomplish this change, modifications are required to the cockpit area, to the canopy, and to the ejection seat. These modifications will be accomplished during cockpit update (SUP - LAC 164), with the exception of ships serial 348 and 362. The installation will be accomplished on these two ships at the factory prior to cockpit update.

All of the ballistics required for the canopy ejection system will be (GFAE). They are the same as is used by the F-104 Canopy Ejection Sys. *Concurrent with*

The B/400 rate meter and its J-box will be relocated from the forward side of the 252 Bulkhead to the aft side of the 252 Bulkhead.

A separate installation compatible with the ARS-12 radio installation will be provided for the hardnose aircraft.

WEIGHT & BALANCE

The weight increase will be approximately 20 pounds. This will require an additional 12 pounds of tail ballast installed at F.S. 673 or 15 pounds installed aft of the break station for aircraft with the maximum amount of ballast already installed at F.S. 673.

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